GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:2759
ANSWERED ON:01.12.2016
Growth of Aviation Sector
Puttaraju Shri C.S.

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether according to experts a telecom like revolution in Indian aviation sector can enable everyone to fly and it can happen with pragmatic approach by the Government and all stakeholders, if so, the details thereof;

(b) whether the root cause behind India"s struggling aviation sector is its wrong perception as an elitist service rather than a time saving tool, if so, the details thereof;

(c) whether at present, the aviation sector in India is over taxed, over regulated, over protected and suffers from high structural costs; and

(d) if so, the details thereof and the steps taken by the Government for fast growth of aviation sector?

Answer

Minister of State in the Ministry of CIVIL AVIATION

(Shri Jayant Sinha)

(a) to (c): No such study has been carried out by this Ministry.;

(d): Does not arise in view of reply from (a) to (c). However, Ministry of Civil Aviation has released National Civil Aviation Policy on 15.06.2016. The NCAP 2016 covers the broad policy areas, such as Regional connectivity, Safety, Air Transport Operations,

5/20 Requirement for International Operations, Bilateral traffic rights, Fiscal Support, Maintenance, Repair and Overhaul, Air-cargo, Aeronautical "Make in India". The broad key features of the NCAP are as under:;

i) VGF for operation under Regional Connectivity Scheme (RCS).

ii) Revival of un-served or under-served routes under RCS.

iii) Introduction of a new Category "Schedule Commuter Operator" under Commercial Air Transport Operations.

iv) Rationalization of Category-I routes under Route Dispersal Guidelines (RDGs) on the basis of criteria given in NCAP 2016.

v) The requirement of 5 years and 20 aircrafts for international operation has been modified to 0 years and 20 aircrafts or 20% of the total capacity (in terms of average number of seats on all departure put together) whichever is higher for domestic operations.

vi) Liberalization of domestic code share points in India within the framework of ASA.